

ENGINE NOISES

1. *Knocking or pinging during acceleration*—Caused by using a lower octane fuel than recommended. May also be caused by poor fuel available at some “discount” gasoline stations. Pinging can also be caused by a spark plug of the wrong heat range and incorrect carburetor jetting. Refer to *Correct Spark Plug Heat Range* in Chapter Three.
2. *Slapping or rattling noises at low speed or during acceleration*—May be caused by piston slap, i.e., excessive piston-cylinder wall clearance.
3. *Knocking or rapping while decelerating*—Usually caused by excessive rod bearing clearance.
4. *Persistent knocking and vibration*—Usually caused by worn main bearings.
5. *Rapid on-off squeal*—Compression leak around cylinder head gasket or spark plug.

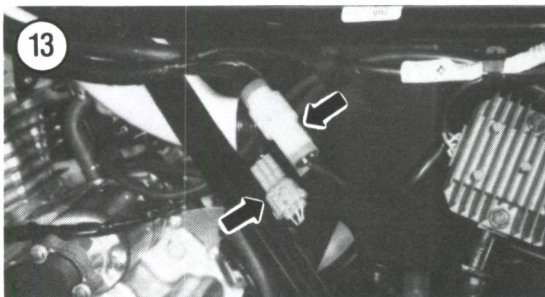
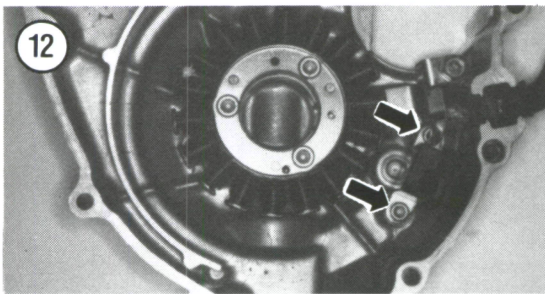
EXCESSIVE VIBRATION

This can be difficult to find without disassembling the engine. Usually this is caused by loose engine or suspension mounting hardware.

CLUTCH

The three basic clutch troubles are:

- a. Clutch noise.



- b. Clutch slipping.
- c. Improper clutch disengagement.

All clutch troubles, except adjustments, require partial engine disassembly to identify and cure the problem. Refer to Chapter Five for procedures.

TRANSMISSION

The basic transmission troubles are:

- a. Excessive gear noise.
- b. Difficult shifting.
- c. Gears pop out of mesh.
- d. Incorrect shift lever operation.

Transmission symptoms are sometimes hard to distinguish from clutch symptoms. Be sure that the clutch is not causing the trouble before working on the transmission. Refer to Chapter Six for procedures.

IGNITION SYSTEM

All Fourtrax 300 models are equipped with a capacitor discharge ignition (CDI) system. This solid state system uses no contact breaker point or other moving parts. Because of the solid state design, problems with the capacitor discharge system are relatively few. However, when problems arise they stem from one of the following:

- a. Weak spark.
- b. No spark.

It is possible to check CDI systems that:

- a. Do not spark.
- b. Have broken or damaged wires.
- c. Have a weak spark.

It is difficult to check CDI systems that malfunction due to:

- a. Vibration problems.
- b. Components that malfunction only when the engine is hot or under a load.

1. Disconnect the engine stop switch and see if the problem still exists.

2. Make sure that the pulse generator mounting bolts (**Figure 12**) are tight. If the bolts are loose, refer to *Left-Hand Crankcase Cover Removal/Installation* in Chapter Four, then recheck the ignition timing as described in Chapter Three.

3. Make sure the alternator and pulse generator electrical connectors (**Figure 13**) are connected properly. If necessary, clean the connectors with aerosol electrical contact cleaner.

4. Check the alternator stator plate for cracks or damage that would cause the coils to be out of alignment.

5. If you cannot locate the problem, refer to *Ignition System Troubleshooting* in Chapter Eight.

FRONT SUSPENSION AND STEERING

Poor handling may be caused by improper front or rear tire pressure, a damaged or bent frame or front

steering components, worn swing arm bushings, worn wheel bearings or dragging brakes.

BRAKES

A sticking drum brake may be caused by worn or weak return springs, dry pivot and cam bushings or improper adjustment. Grabbing brakes may be caused by greasy linings which must be replaced. Brake grab may also be due to an out-of-round drum. Glazed linings will cause loss of stopping power.

Copyright of Honda TRX300/FOURTRAX 300 & TRX300FW/FOURTRAX 300 4x4, 1988-2000 is the property of Penton Media, Inc. ("Clymer") and its content may not be copied or emailed to multiple sites or posted to a listserv without the copyright holder's express written permission. However, users may print, download, or email articles for individual use.